

PRIDE OF THE OHIO.

The Peerless Packet "Iron Queen"
Burns to the Water's Edge.

REMARKABLE COOLNESS EXHIBITED

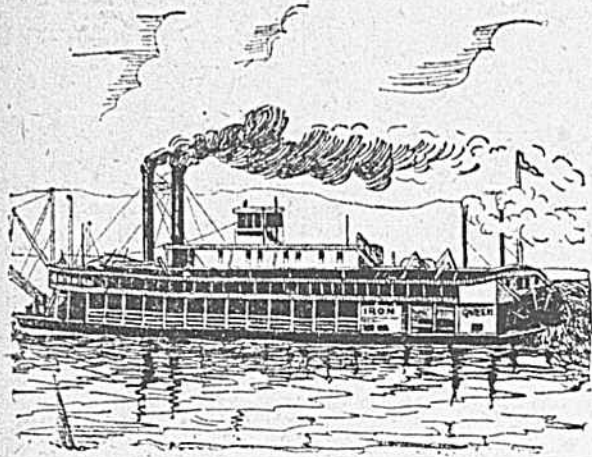
By the Officers of the Boat in a
Most Trying Emergency.

TOOK PLACE AT ANTIQUITY, OHIO.

Early Yesterday Morning—An Over-
turned Lamp on the Boiler Deck
Did the Work—In Five Minutes the
Steamer was One Mass of Flame.
Only One Life Lost, that of the
Chambermaid—Narrow Escapes of
the Mate and Carpenter—The Pas-
sengers were Brought to Wheeling
Last Night—A Graphic Story of the
Disaster.

POMEROY, OHIO, April 3.—The steam-
er Iron Queen, for Pittsburgh, burned to
the water's edge at Antiquity, twelve
miles above here, at 5 o'clock this morn-
ing; she is a total loss. The chamber-
maid was drowned; no other loss of life.

This was the bulletin that was posted
up at the newspaper offices in Wheel-
ing yesterday morning, bringing the



THE ILL-FATED STEAMER, THE PEERLESS "IRON QUEEN."
first information of the first river disaster
for several years on the upper Ohio.
As the boat is in the Pittsburgh and
Cincinnati trade, and her officers being
well known here, the news of the event
was received with as much interest as
though it had happened in or near
Wheeling.

Last evening's Ohio River railroad
train brought Clerk McCullough, Pilot
Forsell and fifteen or twenty cabin pas-
sengers of the ill-fated steamer, and
from these the following interesting
story of the burning of the peerless
Iron Queen is obtained:

The boat left Pomeroiy at 5 o'clock
yesterday morning with everything in
good shape. At Racine, nine miles
above, a quantity of excelsior was taken
on board, for East Liverpool, and was
stored on the boiler deck just ahead of
the engine room. Two miles above Ra-
cine, on the Ohio side, of the river is lo-
cated the little village of Antiquity.
The Queen landed for the purpose
of taking on a large consignment of
hoop-poles, and while there breakfast
was served and all of the thirty odd pas-
sengers were up. When the boat put
in at Antiquity the electric lights that
lighted up the lower deck where the
freight was being stored were turned
off, as is the usual custom on the boat
soon after daylight. Just over the bales
of excelsior an oil lamp was lighted.

THE CRY OF "FIRE."

It was just a few minutes after 8
o'clock when the dread cry of "fire" was
heard on the lower deck. A deckhand
in depositing a bundle of hoop-poles
had knocked over the lamp which ex-
ploded and within a minute a fierce fire
was feeding on the inflammable bales of
excelsior. Mates Knowles and Shriver
at once put a force of men at work get-
ting out the fire hose and putting the
pumps at work. This occupied possi-
bly one minute and in that time the
blaze, fanned by a strong wind that was
blowing up-stream, had secured such a
hold on the boiler deck that, although
almost superhuman efforts were made,
it had got beyond control and the cry
went up that the boat was doomed. The
firemen abandoned their apparatus and
the efforts of everybody was concentra-
ted on the saving of life.

Had the fire happened an hour earlier,
when a majority of the passengers were
in their staterooms, there would surely
have been loss of life, so incredibly fast
did the fire take hold of the entire fabric
of the boat. Happily, every passenger
with but one exception was on the for-
ward part of the boat and they had but
to step across the stage on shore. The
exception was an old lady from Middle-
port, Mrs. Lovell, who was going to
Pittsburgh. Clerk McCullough, who
had devoted himself entirely to saving
the passengers, heard Mrs. Lovell cry
out from the ladies' cabin and hastened
there to assist her out. She had be-
come so frightened at the smoke that
she was fast filling every portion
of the boat's interior that she was in-
capable of assisting herself out of the
way of danger. McCullough took her
in his arms and soon had her in the
forward portion of the cabin. Here,
however, she insisted on going back
after her hat. With reluctance, for
the situation was becoming more dan-
gerous every second, the clerk con-
ducted her back to her stateroom, but
the smoke was so thick that Mrs. Lovell
had to be again carried out.

THE ONLY LIFE LOST.

One of the chambermaids of the boat
was Mattie Mosby, of Cincinnati. The
other one got out early, but Mrs. Mosby
insisted on getting her hat, and ran
back to the rear end of the cabin, which
at that time was filled with smoke, with
here and there a flicker of flame coming
up from below. She is supposed to have
secured her hat, but when she attempted
to go back to the forward part of the
cabin she was driven back by the
flames. She next reappeared on the
rail of the steamer next to the shore,
and the passengers on the bank saw
her slide down to the lower deck and
jump into the water. The stern of the
boat was about forty yards out in the
stream, and before assistance could
reach the poor woman she sank be-
neath the surface and was drowned—
the only life lost in the catastrophe, and
that entirely through her own fault.

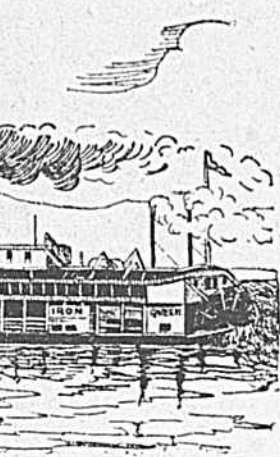
When the alarm of fire was first heard
Pilot Randolph was at the wheel. It
was not two minutes until the entire
boat was wrapped up in a dense cloud
of white smoke. Captain Calhoun took
his station on the hurricane deck and

remained there until the last passenger
had been put ashore safely. He then went
into the texas and secured one or two
articles after which he descended to the
lower deck and left the boat. The cap-
tain, who had just assumed command of
the Queen, was greatly affected over the
disaster that had overtaken his com-
mand, but throughout he exhibited the
greatest of coolness, as did the entire
staff of officers and crew.

First Mate Shriver had a narrow es-
cape. He was engaged at the start of
the fire at the scene of the blaze, being in
command of the fire apparatus. When
he attempted to go forward he found an
impenetrable wall of flame opposed his
progress, and was compelled to jump
into the river outside of the boat. He
succeeded in reaching the shore in safety.
The carpenter, too, was on the lower
deck and managed to get out of that
fiery furnace to the bow without jump-
ing into the river; his eyebrows were
singled and his face slightly burned.

First Clerk "Bob" Kerr had just come
on duty before the fire, having relieved
Second Clerk McCullough. To the latter
was left the duty of assisting the
passengers and Kerr attended to the
rescue of the boat's books and cash.
The freight and cabin registers and
cash and postage books were saved, but
the Scotia's books, which were on board,
were lost. Kerr succeeded in getting the
paper money out of the safe, but the
gold and currency in the cash drawer,
about \$100, was lost.

The events described all took place
within the space of less than ten min-
utes, and at that time the boat was one
mass of flames; the smoke had mostly
cleared and if ever there was a fiery
furnace the doomed Iron
Queen was one then. The pas-
sengers and crew were gathered
on the bank and formed a striking pic-



ture of shipwreck. The fire burned
fiercely for an hour. The cargo on the
boiler deck formed a bed of red-hot
coals and the heat was terrific. In about
twenty minutes the upper works of the
boat, texas and pilot house tumbled in,
and the cabin, unable to resist the
shock, fell in. The stacks also came
down in the same crash. It was just an
hour after the fire started when the
boat, that was then burned to the
water's edge, gave a lurch and sank, the
only portion then showing above being
at the bow, which was close in shore.

THEY CAME TO WHEELING.

Before noon conveyances were secured
and the passengers and crew with the
exception of Captain Calhoun and three
deckhands, went down to Racine.
Here they remained until the north
bound Ohio River train arrived in the



THE VETERAN CALHOUN.

afternoon, and came up to Wheeling.
Clerk McCullough, who was in charge
of the party, consisting of a number of
passengers and others, was soon in
communication with General Manager
Henderson at Pittsburgh, by telephone,
giving him the first authentic and cir-
cumstantial story of the burning of the
Queen. It was decided that the party
should remain in the city over night
and then go up the river to Pittsburg.
The party were quartered at the Van
Kuren. Those in the party are: Mrs.
Gooley and three children, of Pitts-
burgh; Miss Green, of Ashland, Ky.,
who is bound for Pittsburgh; M. J. Gri-
wold and J. C. Brown, of Pittsburgh;
Miss Dow, of East Liverpool, who was
returning from a meeting of the
Women's Relief Corps at Portsmouth;
H. J. Travis, of Steubenville; Misses
Gayer and Eick, of Pittsburgh and Mrs.
Brown and daughter and Mrs. Lovell,
of Pittsburgh. In addition there were
others in the party who stopped off at
Parkersburg and Marietta including
Mrs. William Day and daughter, the
former the wife of Superintendent Bay,
of the Bay line of steamers.

Among the passengers who came up
in charge of Clerk McCullough last
evening were four from Wheeling, Mrs.
R. G. Hobbs and child, Mrs. R. M.
Hobbs, Miss Tracey and Miss Greer.
When the train pulled in their friends
and relatives were on hand and gave
them a hearty welcome.

Last night General Manager Hend-
erson, of the packet company, telephoned
to Wheeling that he had made arrange-
ments to secure the fine steamer Carrol-
ton, that has been running between
Cincinnati and Memphis, to enter the
trade made vacant by the burning of
the Iron Queen. She will leave Cincin-
nati on next Monday evening, the
Queen's regular day and will be here
Thursday morning, and returning to
Cincinnati will leave Wheeling the fol-
lowing Saturday morning. Work on
the steamer Scotia, of this line, now on
the docks in Pittsburgh, will be vig-
orously pushed, so that she can again
enter the Cincinnati and Pittsburgh
trade.

THE NEWS IN WHEELING.

The Iron Queen Disaster was the General
Topic of Conversation—A Sketch of the
Boat's Career, Her Officers and Disas-
ters.

POMEROY, OHIO, April 3, 1895.
John Crockard, Wheeling,
replied here at 5 o'clock this morning. ALL
WELL.

The above was the dispatch received
by Captain John Crockard, of the

Wheeling wharfbat, yesterday morn-
ing at 8 o'clock. The speedy Iron
Queen, the queen of the upper river,
was making a very fast trip up the river,
and from this telegram it was thought
she would be here at an early hour this
morning. About an hour later a West-
ern Union messenger boy brought the
first news of the burning of the big
packet at Racine, nine miles above
Pomeroiy, where an hour before Captain
Calhoun had sent that "All well" flash-
ing over the wires. To say the least, it
was a shock to the local agent of the
Pittsburgh & Cincinnati line, and until
he had reached General Manager Hen-
derson by telephone at Pittsburgh, he
could hardly bring himself to believe
the news. But it was too true, Captain
Henderson confirming the news, and
stating that the Queen was insured
only about one-half her value.

The Iron Queen was the finest boat
ever operated between Cincinnati and
Pittsburgh by the line of which she was
a part, and throughout her brief career
(she was a new boat) has been free from
ill-luck of any character. She has the
record, possessed by no other packet on
the river, of never having "turned a
losing wheel," a term in river parlance
meaning that she never made a trip
that ended with a balance on the wrong
side of the ledger. As usual, on this
trip, she had a fine trip, in freight par-
ticularly, being loaded to the guards, a
considerable of her cargo being destined
for merchants in Wheeling. Much of
the cargo, it is learned, was transferred
from the Memphis and New Orleans
boats at Cincinnati.

Her commander was Capt. T. S. Cal-
houn, until recently the master of the
Keystone State, another packet of the
same line. Before this she was com-
manded by Capt. John M. Phillips, who
has just entered upon his duties as in-
spector of hulls at Pittsburgh. Captain
Calhoun's staff was composed of the fol-
lowing: Mates, Hod Knowles and
James Shriver; pilots, James Riley and
Dayton Randolph; clerks, first, Robert
H. Kerr; second, George McCullough.

Captain Calhoun is a veteran steam-
boatman and is known as a very care-
ful navigator; the fact that there was
no loss of life in yesterday morning's
disaster is a testimonial to the coolness
with which he faced the emergency.
He lives near Pittsburgh, and did some
of his first steamboating before the war
on the Missouri river. During the war
he commanded a river packet and ran
the blockade of the Mississippi before
Vicksburg. After the war he came back
to the upper Ohio and was master of the
old Katie Stockdale and wore her
out. This boat, by the way, was
equipped with one of the first iron
wheels seen on the Ohio, which she lost
in the ice at Huntington, and where the
wreck of it still lies half buried in the
sand on the Ohio shore. The Stockdale
made her last trip in September, 1890,
and then Captain Calhoun took com-
mand of the fine new packet, Keystone
State, on which he remained until trans-
ferred to the Iron Queen three weeks
ago. This was the boat's third trip un-
der his command.

The Queen was built in the Knox
ship yard at Marietta, Ohio, in the win-
ter of 1892, and in March she made her
first trip between Pittsburgh and Cin-
cinnati, with Captain Phillips at the
helm. In October, 1893, the Pittsburgh
and Cincinnati boats combined into a
corporation, organized under the laws of
West Virginia, and Captain Calhoun
was the vice president. The Queen was
equipped with the McConnell ma-
chinery, made at Marietta. She was
237 feet long (the longest boat on the
upper river); had a beam of 27 feet;
depth of hold, 5 feet 6 inches; and her
carrying capacity was 1,000 tons. She
had two engines 18 1/2 inch cylinders, with
a seven-foot stroke. Her battery of
boilers was composed of three six-foot
boilers, 25 feet long. She had the finest
furnished cabin of any boat ever seen
on these waters, and had 56 elegantly
furnished staterooms. She was equipped
throughout with electric lights, even
her hold being fitted with incandes-
cents. The boat cost \$60,000, and was
worth fully that figure.

The Iron Queen was the prototype
of the Natchez on the Mississippi and
of the City of Louisville on the lower
Ohio. When other boats were behind
schedule time the Queen's whistle
would generally be heard on time or
ahead of it. The other packets of the
Pittsburgh line seldom got to Wheeling
on the trip before 8 o'clock, but the
Queen often arrived here at 3 a. m. and
on several occasions was in at 2 in the
morning. On her last trip she left Cin-
cinnati on Monday evening at 5 o'clock
and was making good time up the river.
But for her burning she would probably
have arrived here at 3 or 4 o'clock this
morning.

A Noted Artist.

Ambrose Macneil, a Scottish artist of
note, who is making a professional tour
of America, is in Wheeling, with the
view of showing one of his paintings,
a large and beautiful marine piece. He
has visited all the art centres of this
country, and has received the most flat-
tering comments from the press and art
critics everywhere. His painting will
no doubt be a rare treat to art lovers
here. Further notice will be given the
painting by the INTELLIGENCER in due
time.

The Penitentiary Board.

The board of directors of the peniten-
tiary held the regular monthly meeting
yesterday. A full quorum of members
was present. Only the regular routine
of business was transacted. One im-
portant matter decided by the board was
the building of a second story on the
building used by the Joseph Klee Com-
pany for the manufacture of jeans.

B. H. Bowman, publisher Enquirer, of
Bremen, Ind., writes: Last week our
little girl baby, the only one we have,
was taken sick with croup. After two
doctors failed to give relief and life was
hanging on a mere thread, we tried One
Minute Cough Cure and its life was
saved. Logan Drug Co., Wheeling, W.
Va., B. F. Peabody, Benwood, and Bowie
& Co., Bridgeport, O.

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Hood's Sarsaparilla Cures Nerve
Strength and Good Health.

"Hood's Sarsaparilla has helped me
wonderfully. For three years I have
been doctoring but could not get
cured. Soon after beginning to take
Hood's Sarsaparilla there was a
change for the better. In a short
time I was feeling splendidly. For
several months previous I could not lie
down to sleep on account of my heart
trouble and nervous prostration. I now
rest well and am able to do work of
whatever kind. If I had not tried Hood's



Hood's Sarsa-
parilla
Cures

Sarsaparilla I do not
know what I would
have become of me."

MRS. S. BRADDOCK, 404 Erie Avenue,
Williamsport, Pennsylvania.
Hood's Pills act harmoniously with
Hood's Sarsaparilla.

PARENTS DON'T WORRY!

Paine's Celery Compound Strength-
ens Nervous Children.



Nervous exhaustion in children is
worrying a great many fathers and
mothers these days.

While the hurry and bustle of modern
life is bringing a constantly increasing
strain upon crown men and women,
there certainly comes to light the start-
ling fact of a growing tendency toward
nervousness among their children.

As these boys and girls, when older,
will enter a life of nervous strain fully
as exacting as that of to-day, it is no
wonder that parents view with dismay
these early signs of nervous weakness,
and anxiously seek some means of mak-
ing the young people strong and well
again. The remedy is at hand in every
city and town in America.

It is the remedy first prescribed by
that greatest of all modern educators,
Prof. Edward E. Phelps, M. D., LL. D.,
of Dartmouth college. It is Paine's
celery compound, which Principal
Camp, of New Haven, and Pres. Cook,
of the National Teachers' association, have
so recently recommended.

Countless parents to-day give their
children Paine's celery compound and
see them grow robust and vigorous day
by day before their eyes until they are
again restored to the perfect health that
belongs to youth. Physicians every-
where advise the use of this greatest of
blood purifiers and nerve foods.

One of the danger signals of nervous
exhaustion among young people is the
lack of desire for food and the caprici-
ousness of appetite. When their over-
pressed nervous systems have been
driven to the point of exhaustion, their
faces grow pale and pinched, their spir-
its decline, their bodies lose perceptibly
in weight and strength, they need more
and more some active means of sup-
plying the nerves and tissues with better
nutrition, and the veins with better
blood. When Paine's celery compound
is given to one of these excitable, weak-
nerved, sallow, perhaps scrofulous
young persons, the mother is often
amazed at the rapidity with which it
restores the strength, builds up the
worn nervous tissues, and replaces the
language of a depleted nervous system by
the elasticity of youthful health.

Paine's celery compound makes peo-
ple well—not only worn out, enfeebled
men and women of mature age, but
young persons whose slighter powers
have been overtaken by excitement or
immoderate work without proper inter-
vals for rest and repair.

Paine's celery compound has played
a most important part in the lives
of thousands of young people in
every section of this country.
Many whose nervous systems had been
so stimulated as to unfit them utterly
for study, it has made vigorous and
strong enough to ably bear the burden
of coming years. It has enabled them
to grow up vigorous men and women,
capable of doing the part of active,
strong men and women in the world.

Mr. James B. Wetzel, writing from his
home in New Berlin, Penn., says:
"Allow me to speak a few words in
praise of Paine's celery compound. My
youngest sister, whose picture I send
you, was subject to nervous attacks,
and we thought, to heart trouble. We
tried numerous medicines for her ail-
ments, but without much avail. Last
winter she had a severe attack of nervous
trouble with her eyes, and we gave her
Paine's celery compound and she im-
proved wonderfully upon it, and she
has been well ever since. If these few
words of unsolicited testimony can be
of any benefit please use them as my
unbiased and unprejudiced opinion."

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them from the floor. We are distributing Agents for Wheeling.

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new and choicest Sterling de-
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able in price and suitable for
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what a grand stock we have.

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is now open for inspection.

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ored patterns of "Birge" Papers
is part of our collection for the
season just opened.

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